

THE MOTHER AND THE CHILD - BY MISS O'NEILL

Anita Stewart's Talks To Girls

The Use of Cosmetics.



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Miss Anita Stewart ready for winter's snows.

By Anita Stewart.

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A GREAT many girls ask me if I believe in the use of cosmetics. To this I reply: "It depends on how artistically you use them."

Certainly nothing could be more repulsive than a woman daubed up with powder and rouge until she looks like a whitened sculpture with red roses painted on it. On the other hand, art may become the handmaiden of nature, and do as much to improve the human countenance as it does when it transforms a scraggy field into a lovely park.

I have seen hay-colored hair turned into glorious golden tresses by the judicious use of a little peroxide. I have seen sallow cheeks flame into beauty with a touch of rouge. I have seen a characterless face transformed by the darkening and emphasizing of the eyebrows.

Surely in such cases the use of cosmetics should not be condemned, but the use of them should be limited. Certainly there isn't so much beauty in the world that we can afford to throw any possibilities of it away. And, to my thinking, a woman simply hasn't got any right to be ugly if there is anything she can do to prevent it.

The Bible says that none of us by taking thought can add a cubit to his stature, but certainly by taking thought a woman can add a lot to her good looks, and instead of blaming her for doing so, we should be filled with gratitude towards her for presenting a pleasant spectacle to our eyes instead of a repulsive one.

The Painted Lady. We think it is permissible for a woman who has a living skeleton figure to pad her clothes, so she won't look so lony, and for a feather bed woman to lace herself down so she won't appear quite so fat. Why, then, the criticism of the woman who puts

a few improvements on her face and her hair that nature was too stingy to give her to the first place? Of course in the old Puritanic days the Evil One was supposed to have a monopoly of rouge and a "painted lady" was beyond the pale of respectability, but nowadays that silly theory is exploded, and whether a woman "makes up" or not is a question between her and her mirror and not between her and her conscience. As I said before, I see no objection to it. Indeed, rather a virtue in it, since few of us are born with such an equipment of good looks that we don't need a few additions, but "make up" to be effective must be a case where art conceals art.

Rouge should not be plastered on like paint on the side of a barn. Powder should not be applied in a way to suggest that the face has been dipped in a flour barrel. Eyes should not be blackened until they look as if the lady who owns them had been in a fight. Yet you see these caricatures of hand-made beauty on the streets every day.

So I entreat you, girls, if you are going to use cosmetics, do so with restraint, and to study the fine art of improving nature in such a way that it will all seem natural.

And another thing, girls, don't use your vanity cases in public. You wouldn't manure your nails on the street car, then why powder your nose? To see a girl calmly pull out her powder puff and her lip stick and begin to touch up her face at the theater or in a restaurant is not only bad form, but distasteful.

It gives the secrets of your toilet away, and that's something you should never do. A clever woman should always keep people guessing, but she can never do it if she does her beautifying in public.

Make good use of your vanity cases, girls, but do it in private, and do it artistically. Pretty is a pretty good word to use, and that is doubly true for us girls.

subdivision covered one-twelfth of that area. The woods were cut away, the land cleared, and leveled and planked roads made.

The future city was advertised and then auctions were held in Victoria and Vancouver. The first bid brought high prices, and the town continued until the present financial emergency began.

Now the town has been reduced to the price and progress is halted. The war has stopped business in all parts of Canada; money is tight and the people are so much affected by what is going on in Europe that they do not think or talk of anything else. Within a short time a large number of volunteers have been equipped here and sent to the front, and the same is true of Dawson in the Klondike, and nearly every city in Canada.

Half of City Owned by Government. The government expects to make large public improvements, and new buildings will be put up as soon as money grows easier.

owns one-fourth of the city, including the most of the waterfront. The Grand Trunk Pacific railway is planning to erect a \$2,000,000 hotel and eventually a steamship line will be established to ply between here and the Orient. There will also be steamers to the Panama canal, and a large part of the wheat crop of northern and western Canada will pass through here on its way to Europe via the canal. With a view to the future the city is now erecting the largest floating dry dock on the Pacific coast. This dock will cost over \$3,000,000. It will handle ships up to 300 feet in length and 10,000 tons capacity. The dock is almost completed. Its construction is modern, and it will be the equal of any dock of its size anywhere. The area of the dock plant is about 20 acres.

There has never been a man in the White House who has been so punctual as president Wilson, who day in and day out is always on time for every affair and who insists that where he desires to see him shall be punctual, too.

What does War mean to These?

Copyright by Rose Cecil O'Neill, Creator of the Kewpies.

Site For New Alaskan Gateway Is Blasted Out of Solid Hills of Rock

Prince Rupert Six Years Ago Was a Waste; Today It Has Million Dollar Buildings and Twenty Miles of Planked Streets.

BY Frank G. Carpenter (Copyright, 1915, by Frank G. Carpenter.)

PRINCE RUPERT, British Columbia, Jan. 29.—During the past few weeks I have visited each of the three principal water gates to Alaska. I sailed north from Seattle. It is the chief port of the Pacific northwest, and all of our steamers that go northward start there. The city has seven transcontinental railways over which goods, destined for the far north, come from all parts of the United States, and its business with Alaska is greater than that of any other port. It is the bank, the department store, and the barn of the territory. As to the banking, it handled in 1914, something like \$28,000,000 of Alaskan exports and imports, and as to its department store business the goods sent north were of every description, and they sold for more than \$14,600,000. As to Seattle being the barn of Alaska, it shipped there that year \$171,000 worth of oats, and a quarter of a million dollars' worth of hay and other feed, while its shipments of flour were almost as much.

The second water gate to Alaska is Vancouver, at the end of the Canadian Pacific railway on Puget sound. That port has also the Great Northern and the Northern Pacific railways, which carry our goods there in bond to be shipped to Alaska, and it will in a short time have also the Grand Trunk Pacific railway, which is to build southward to Vancouver. The Chicago, Milwaukee and Puget Sound railway is planning a branch into Canada and in time there will be six transcontinental roads, using Vancouver as one of their western terminals.

The third and last water gate to Alaska is Prince Rupert, the new terminal of the Grand Trunk Pacific railway. This is the farthest north of all the doors to our territory, being in fact only 40 miles south of the international boundary. It took me less than six hours to come here by ship from Ketchikan, and a fast ocean steamer could go in two hours from here to Dixon entrance or the Portland

canal, where Alaska begins. Prince Rupert is more than 500 miles north of Vancouver, and more than 400 miles north of Seattle. It is about two days nearer Alaska by rail than any other port, and its people think it offers by far the best route from the eastern and southern parts of our continent to the United States of the far north. The mayor of Prince Rupert claims that his city is two days nearer Alaska by steamer than any of the Puget sound ports, and says that now that the Grand Trunk Pacific railway has been completed, travelers from the eastern parts of Canada and the United States can reach our territory two days sooner by coming this way. He claims, and rightly, that the port will eventually give the shortest route to the Orient and that it will cut down the steamship trip to Yokohama, Japan, more than 500 miles. The chief reason for this is because Prince Rupert lies so far north on the globe, and, therefore, has a shorter water-route to the far east.

European War Is a Handicap. "At present," to use the words of the mayor, "the troubles in Europe are preventing the establishment of new steamship lines from here to the Orient, but this will be changed as soon as peace comes, and via Prince Rupert will be the shortest sea route around the world. By it the voyage across the Atlantic and Pacific oceans will be greatly reduced as to miles and days. It is only about four days from Europe to Halifax, Nova Scotia, where the Grand Trunk Pacific railway begins. The road runs from there in one continuous line across the North American continent to Prince Rupert on the Pacific. It crosses Canada far north of the great lakes in Winnipeg, then cuts through the wheat belt to Edmonton and goes on to climb the Rockies by easier grades than any other road that crosses our continent. It has short cuts by various connections to all of the United States cities, and it promises to be the fast freight route for perishable products between Alaskan waters and the rest of the continent.

"Already trainloads of fresh fish are being shipped weekly from here to our cities and every train that starts out has cargo of halibut and salmon, fresh or frozen, destined for Minneapolis, Chicago, New York and Boston."

I wish I could show you Prince Rupert. The town lies on a beautiful bay guarded by islands. Its harbor is 14 miles long, and large enough to hold all the fleets that will ever sail at any one time toward Bering strait. It reminds me of Jaffa, the port for Jerusalem. It is right on the sea, and the buildings climb up and down the mountains of rock close to the shore. The hills of Jaffa are all bleak and bare, while those of Prince Rupert are wooded and clad in perpetual green.

Seven Years Ago a Forest. Seven years ago the site of this city was a forest. Pines and cedars covered the mountains, and today the stumps rising out of the sloping town lots look like the black bristles of an unshaven chin. The town has 6000 people. I venture it has more than 60,000 stumps. The stumps are rooted in the crevices of the bed rock, and the space between them is matted with the muskeg, a mossy vegetation two or three feet in depth that holds the water like a sponge, and makes it impossible to go across country without thick boots or rubbers. This muskeg covers the whole region about and it was one of the difficulties that had to be conquered in laying out and building the city.

Hills Blasted Away. Another and still greater difficulty was blasting the rocks from the sides of the hills and making level places upon which streets might be laid and houses be built. The site was all rocky mountain, and every bit of the town is founded on the bed rock. The sewers have had to be blasted from the sides of the hills and built up in the valleys. The same is true of the roadways in the business part of the town, the whole having required proportionately almost as much grading and blasting as the Culebra cut of the Panama canal.

Streets Are of Planks. In the residence section the streets are of planks resting upon a trestle-work or upheld by posts. The town site, which covers about 2000 acres, is made up of sharp hills, which run back to wooded mountains over 2000 feet high. The place is so rough that to build solid roads through it would bankrupt the city many times over, and so the roadways are wooden, looking like lines of continuous bridges. The

streets run up hill and down and they are 16 feet wide. They rest upon posts of various heights, according to the grades and the valleys. In some places the planks are spiked to a trestle work from 10 to 20 feet high, and in others they lie on the bedrock of the hills. The planks are three inches thick and the roads are substantial enough for heavy teams and the score or more automobiles owned in the town.

Has 21 Miles of Plank Road. Prince Rupert has 21 miles of such roads, and in addition many miles more of pathways of boards five or six feet in width. The latter connect the main roads with the houses.

It was in company with J. H. Pillsbury, the civil engineer who laid out Prince Rupert, and M. J. Holm, a member of the board of trade, that I took an automobile ride through the town. We had a two-ton seven-passenger car which seemed to me unusually wide, and I expected a collision every time another car passed. The plank road was so narrow that turning-out places have had to be built at the cross-roads and curves, and the locusts are of a giant roller-coaster. Now we would shoot around a curve, where a slight skidding of the car might have hurled us into a ravine; and now climb a hill with the posts and the trestle-work trembling beneath us.

It was on top of Acropolis hill that we inspected the waterworks of the city. The supply comes from Lake Woodworth, on a little mountain five miles away, and it is brought in an eight-inch pipe across country to this reservoir. The reservoir has been dug out of the bedrock, and it contains more than a million gallons of water in addition to the usual needs of the city.

Municipal Ball Park. On another part of this same hill are the municipal tennis courts and baseball park. These have been made at the expense of the citizens, it having cost \$25,000 to blast out the rock and level the space for the baseball diamond. It will take \$2000 more before the ball ground is as the mayor says it should be. The park is so situated that the hills about it form the grandstand, and consequently there is free admission. The pay of the players is collected by passing the hat. The municipal tennis courts have been made by laying a level plank floor upon the uneven surface of the rocks, and erecting about it fences of wire netting so high that the balls cannot possibly fly over it and roll down the steep slopes of the mountains.

Seeing the Town From the Hill. Standing upon Acropolis hill one has a good view of Prince Rupert. Off to the front is the harbor, sparkling in the sunlight and backed by mountain-bankrupt the city many times over, and so the roadways are wooden, looking like lines of continuous bridges. The

tion, made up of two and three story frame buildings, painted in modest colors, with roofs red, brown and black. Here and there the spire of a church rises above the roofs, and should you take your glass you might pick out the signs of banks, stores, real estate offices, and I repeat to say, of saloons. As to the morality of the city, the mayor tells me that it is just medium, not too good and not too bad. He asserts, moreover, that during his three years of administration, although vast sums—a million dollars last year—have been spent in public improvements, there has not been one nickel of graft. I wonder.

Has Some Costly Buildings. Returning to the view, let us take a look at more of the buildings. The city hall is a three-story structure of frame, the biggest hotel has five stories and it is made of brick, while near it you can pick out a hole in the rocks that has cost the Grand Trunk Pacific railway \$10,000 to make and is to form the site of a \$2,000,000 hotel when the present financial stringency has passed.

The private residences of Prince Rupert include many comfortable homes. They are one and two-story frame cottages, rising out of the uneven green of the muskeg. Many have blasted out the stumps in making the foundations, and some of the people have built up level yards about their houses and have lawns as green and smooth as those of old England. All kinds of vegetation grow luxuriantly. The town has many beautiful flowers and the whole country is green from one end of the year to the other.

Climate Is Mild. The climate of Prince Rupert is milder than that of Baltimore, Richmond or St. Louis. It is not so cold in the winter and it is more mild in the summer. The mean temperature in summer is about 60 degrees Fahrenheit, and in winter the thermometer seldom falls to below eight or ten above zero. As to rain, the town reminds me of southern Chile, where they say it rains thirteen months every year. The rainfall in some years is 110 inches or more, and just now it shows all the time. There is but little snow in the winter, although you may have two feet within a few hours. The snow melts quickly, however. There are heavy frosts on account of the moisture. The frosts sometimes cover the plank roadways to a depth of three inches, and then the people have coasting and tobogganing parties on the roller coaster highways I have described.

Is Healthy City. Prince Rupert is a healthy city. There were less than 20 deaths last year in the 6000 population, and the births were 150. There were only five cases of typhoid fever, and three of these came from outside. The town has a hospital which is but little used.